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CAP CAMARAT**

REVIEWED



Yamaha AR 242X

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The month of March has arrived and it seems as though the year is on the up. Well, perhaps not necessarily for all of South Africa, what with all the student protest action and Parliament sticky bun fight, but certainly within the boating fraternity, things seem to be positive.

It may be due to the closing of the financial year, but over the past month, I have personally never had so many enquiries from readers regarding advice on the right boat for their next purchase. Now, I've been in this situation before myself – wanting someone to give me the answer. If you're in the same predicament, know that no one can give you the answer – not even our team of experienced boat lovers. We're happy to give you our opinion, but ultimately, the choice will come down to your needs and requirements – and we always encourage shoppers to know what they like and what doesn't fit their fancy – and that means a test drive with the whole family on board. It's the only true test to know if a boat is going to suit what you're looking for.

Since being in the market for a new craft (even if it is pre-loved) seems to be on a lot of boaters' minds, this month we're

taking a look at the ins and outs of boat buying and selling. Flip over a few pages to find several great articles, from 'The pitfalls of long distance purchases' – and how to avoid being scammed – to 'Perfect Presentation' where we tell you how to get your boat looking mint to fetch you the highest price so that you can finally afford that 30-footer you always wanted but the kids' college fund wouldn't allow.

Of course, there's an assortment of other articles for the powerboat enthusiast, if boat buying isn't at the forefront for you, flip over and find everything you'd expect from SA's top selling powerboat magazine.

In addition to the signs of great things to come in the year ahead – we're proud to announce that *Leisure Boating* magazine has received a nomination for the 2016 Maritime and Shipping Awards. This prestigious international ceremony was launched to recognise dynamic individuals who excel in pushing the industry forward. As always, we would like to thank each and every one of our readers who support us as we maintain all efforts to bring you the highest level of boating entertainment available to date. To us, you're not just a reader – you're family.

- Dean



Dean Castle
Editor



Stuart Reichardt
Journalist

www.LeisureBoating.co.za

WARNING The views expressed in this publication are not necessarily those of the publisher. Some of the photography may show stunts performed by professional persons and may prove dangerous to inexperienced people. Always exercise extreme caution and seek the help of an experienced person before attempting similar manoeuvres.

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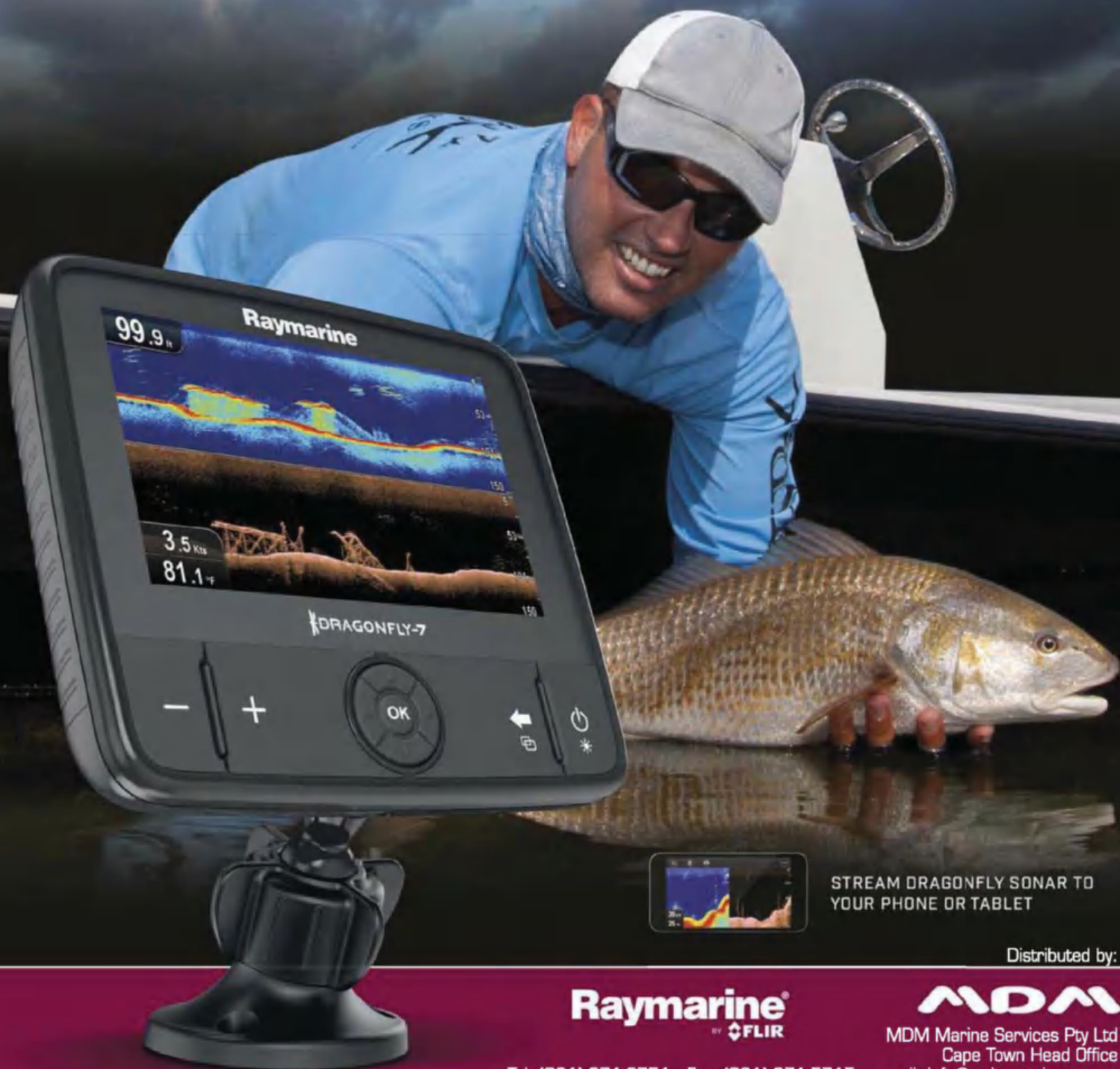
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BOAT REVIEWS

08 Cap Camarat

Join the Editor as he gets to know the newest import from the Boating World stable. For those who enjoy a lavish lifestyle, you can expect nothing but luxury from the Cap Camarat – from attention to detail to impressive good looks. Read South Africa's first-ever review of this exclusive craft.

16 Yamaha 242X E-series

Yamaha's new 242X E-Series is the company's first foray into the high-performance wake sports category, and what a boat it is! If you're looking for a boat that generates a perfect wake, includes drive control technology and has a premium sound system, then read on as our man in the field puts it through its paces.

50 Go Fly a Kite

Modern kite fishing allows for natural bait presentation while covering a much larger expanse of water than traditional cast fishing. *Leisure Boating* found out more about how to put a kite in the air to catch really big fish.

52 The Ocean in Slow Motion

How much longer do we have before fish stocks are completely depleted? Approximately 90% of global fish stocks are over-fished and it's not going to be long before they become fully exploited, with little chance of recovery.



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Find the perfect gift for your boating bud this Easter. It's filled with great options such as premium duffel bags, multi-tools, dry bags and dynamo torches to make your boating boet smile from ear-to-ear.

22 Destination: Bloemhof Dam

If fishing, birding and the beautiful outdoors are on your bucket list, head down to Bloemhof Dam, where nature rests right on your doorstep.

24 Hey ... it's wash day!

Cleaning the salt build-up on your boat is critical to stop the onset of corrosion. We look at how to properly clean and wash the boat to remove as much of the salt as possible.

26 The Propeller Strikes Back

Never underestimate the damage a propeller can do. We uncover the most important propeller safety tips and common propeller accidents to ensure your propeller only cuts through the water.

28 Our Top Towing Checklist

Towing a boat requires a few important inspection points. We look at all the checks before you tow, when you launch the boat and when you retrieve it.

30 Responsible Watersports

We've elected you as the Environmental Minister of Boating Safety and Security. By accepting this mantle you'll need to shoot a straight and fair arrow, conserving the environment and finding a balance between the adrenalin-filled rush of the ride and the safety of those around you.

32 Wakeboard Paradise: Boarder Post

Deidre van Niekerk fills us in about her time at one of the best wakeboard and ski spots in South Africa. Better-known as Port 'Shred' ward among riders, it offers excellent weather and plays host to top riders from around the country.

42 Negotiating Shallow Water

Understanding water depth is critical for safety when boating. We look at a variety of factors that will get you in and out of trouble.

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Putting together an impressive sales presentation of your boat is paramount, as it will greatly increase your chances of finding a buyer. Remember, there are lots of other boats competing for the sale, so getting it right the first time takes top honours.

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MARCH 2016



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62 Auction Action

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64 Safe on the Skiff

Annually, the rate of accidents involving fishermen is nearly 10 times that of water skiers and wake boarders. We find out the reasons why boating safety is as important for fishermen as it is for all boaters.

68 Kayak Capers

Kayak fishing offers a wonderful blend of real recreation and scenic satisfaction and there is little doubt about how quickly this sport is growing. It's a cheap alternative to owning a boat and you can load your kayak onto the roof racks of your car and be on the water in double quick time. Paddle power rules, OK!

EASTER HOLIDAY GIFT GUIDE

Find the perfect Easter gift for your best boating buddy



NAUTICAL WEAR

A T-shirt, sweatshirt, polo shirt or hoodie is a great gift to buy a boating friend. If you want to, have the garment embroidered with the words "Captain" for added effect.



PERSONALISED, STAINLESS CUP

A personalised stainless steel cup with sealing lid is always going to be a great gift. Have your friend's name or the name of his boat etched on the side of the mug to make the perfect present.

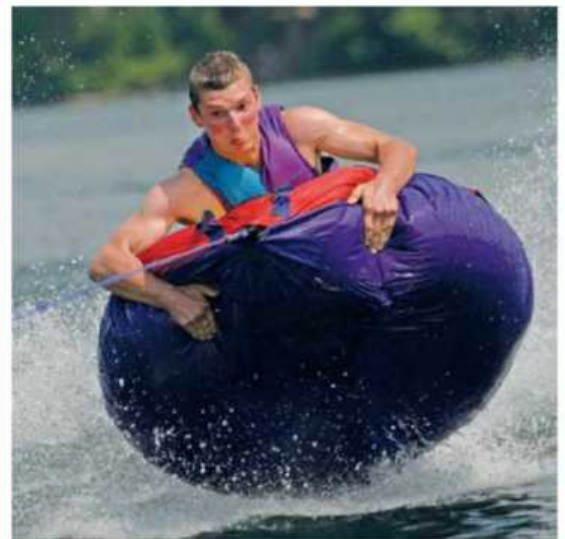
FANCY FLASHLIGHT

A hand-cranked flashlight is a wonderful gift for a boater. It requires no batteries, with just a few turns to charge it up and you have a free light source. Boaters always need light to be able to look into those dark places such as engine compartments and bilges to do some fault-finding.



MAGAZINE MANIA

What about a subscription to your favourite *Leisure Boating* magazine? All boaters love perusing through the informative articles and finding out what's new on the boating scene. And, a 12-month subscription is inexpensive and a great gift that keeps on giving, month after month.



TOWABLE TREATS

What better gift if your friend has a tow boat to buy him a tow tube to ramp up the fun factor. The great thing about 'splashing' out on his/her towable is that you, the giver, gets to use it as well. Water toys are family-friendly and great fun to get the adrenalin flowing.



FISHING FRENZY

If your boating buddy is an avid fisherman or fisherwoman, go to the nearest tackle shop and purchase them a tackle box filled with lures, hooks and goodies to complement their fishing. Opening a tackle box full of new lures and fishing paraphernalia is like winning a colourful lottery for a fisherman.



BAG & TAG

Another great gift is a dry bag, particularly if your boating friend is a gadget geek. A dry bag or dry case is essential for waterproofing electronic gadgets such as cell phones, watches and wallets.



FOOTWEAR FEVER

What about giving your boating buddy a pair of boating shoes? An avid boater would love a pair of high-performance, non-slip boating shoes to complement their new nautical look.



BOATING BOOKS

A book on knot tying, reading nautical charts, piloting, seamanship or navigating are all worthy gifts for a boater. He can spend hours perusing the contents in the comfortable cabins below deck.

DUFFEL DUTY

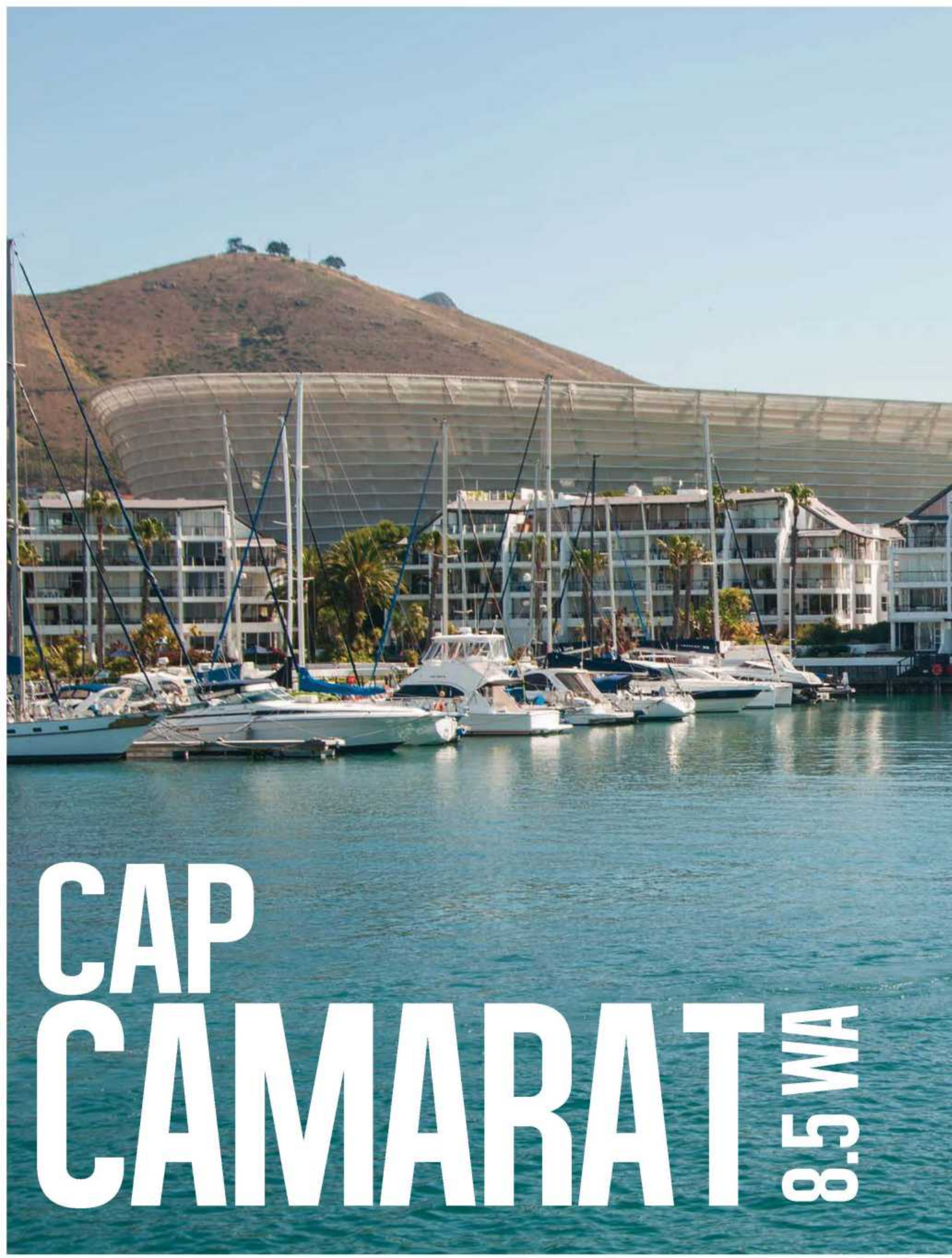
A duffel bag with your boating friend's name or the name on the boat embroidered on it makes a wonderful gift. Whether it's used to pack clothes or bring provisions to the boat, it will always be well received.



MULTIKNIFE MAINTENANCE

A multi-tool is a wonderful gift for a boating friend. It will be put to good use on the boat, as there is always something that needs cutting, screws that need tightening and things that need quick repair when out on the water. This is where a multi-tool comes into its own. It even has a bottle opener to remove the lid of your favourite "frosty".





CAP CAMARAT

8.5 WA





While the Cap Camarat brand is new to South Africa, it stems from an impressive boating heritage out of the Jeanneau boat yard. Erudite readers will know that this company is known for their quality craft and fine attention to detail in providing the ultimate in luxury, and I'm sure that the Cap Camarat range something to really get excited about.

Deck layout

The 8.5 Cap Camarat is the second largest in the fleet, surpassed only by the 10.5. While this, the walk-around version, is more sought-after by owners looking for a stay-aboard cabin for their family, there is also a

centre-console derivative which is probably more apt for family fishing - although some may prefer it for the high level of deck space.

Measuring 8.42 metres overall (or just over 27 foot), this Cap Camarat is no small order - and that means the designers have been afforded plenty of room to accommodate the works. From bow to stern, it's evident that every detail has been carefully thought out to maximise space and amenities.

On board, the Cap Camarat 8.5 WA speaks of an open boat with sufficient room for socialising. This craft would be an ideal day cruiser - and Cap Camarat have taken this concept a step further by adding overnight accommodation facilities below deck, meaning that you can cruise along the coast

and comfortably spend the night onboard with your family, as the water gently rocks you to sleep.

Boarding through the transom doorway on the port side, you step down into the stern lounge area. Immediately you are met by a wash of teak decking, lavish seating and fine detail work. It's not hard to see that the Cap Camarat is built by a company that simply oozes luxury lifestyle - from any angle. A removable table is easily installed within (and conveniently stored out of sight when not in use), allowing you to host a small dinner soirée for your guests.

Moving forward you step up to enter the cockpit area which is fitted with the latest and greatest electronics - and kitted out to ►





be possibly the most user-friendly craft in its class, what with the great ergonomics, perfect all-round visibility and ultra-comfortable dual-helm seating. Our review Cap Camarat had already been sold prior to it landing in South Africa, and the owner opted for only the best in marine electronics, including a Garmin GPSmap 7410, a Fusion sound system, and of course Yamaha's top-of-the-line engine management system. Accompanying these extras are the standard features which include a magnetic compass, trim settings, VHF radio and a switch panel. It's a no-nonsense, easy-to-use craft that is designed to get the skipper excited.

From the cockpit you are granted access to the galley and accommodation below the deck. Slide open the door and step down the modern wooden steps to be met with the

equivalent of a presidential suite. This Cap Camarat may not have the largest berths, but what it does bring to the table is a beautifully appointed below-deck area which is almost deceptively ideal for a family of four.

In the saloon, a small prep area and a microwave allows mom to whip together a light meal for the kids. Cold drinks and other items can be stored in the onboard fridge and kept cool until they're needed.

There's ample natural light inside the cabin, and with the entrance open, you really get a pleasant breeze wafting through. However, should the sun be beating down, an aircon unit can be fitted to take the cabin to a new level of fresh cool air.

For those spending the day, or even the night on board, a head and shower unit is located on the starboard side of the cabin,

allowing you to wash up after a hot summer's day – and although I may be a little vertically challenged, even I appreciated the head height and overall roominess of this craft.

Performance

Jeanneau really have put everything into this model since she weighs around 2 540 kilograms without the motors. Speaking of which, you are afforded the decision of whether to go single or dual mount – and personally, I would suggest the latter for safety and reliability. Since you're going to be coastal cruising, the weight of two motors is sure to keep the overall weight and balance of the craft in check. A single engine installed allows you up to 350 HP while twin engines up to 225 HP each can be mounted.

Whiling away her days in Cape Town, ►

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this Cap Camarat is kept pristine and out of the water on an Air Berth floating mooring. When her owner spots some good weather, it's simple enough to lower the mooring and reverse out of the 'driveway'. It's easily done and impressive for a craft of 27 foot in length.

Our Cap Camarat 8.5 WA is fitted with the full stable – a total of 500 horses from Yamaha's 4-Stroke range – and let me tell you, they're wild! Hammer down the throttles and set the trims just right, and you should be able to skip a flat water surface at a little under 50 knots. While it's more than capable of handling it, expect to throttle to around 15-20 knots in the average size swell where the hull rides comfortable and tracks true for

a predictable, stable ride. The high freeboard of this craft also contributes to giving you a feeling of confidence while skippering and does especially well keeping the deck dry from spray. Behind the wheel, the skipper is kept cool and calm from a craft which can handle just about anything you can throw at it. If you're looking for some coastal tripping, then this Cap Camarat is surely worth your consideration.

Conclusion

Jeanneau's Cap Camarat 8.5 WA is a breath of fresh air in this segment of the market. She certainly has far more utility than many other conventional 27-footers. With all

that an owner could need, this craft is ideal for skippers who want something more manageable than a larger cruiser, as well as those who are looking to trade up in size from their smaller pleasure craft.

Its dynamically fluid design makes this an elegant boat. Perfectly suited to coastal cruising and fishing, it achieves everything it sets out to, with an uncluttered cockpit, plenty of room, a generous sunbathing platform and real comfort for four on board.

Pricing starts at €43 890 ex. factory and excludes motors and a trailer. For more information contact SA's luxury importer Boating World, on (021) 418 0840. **L6**



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Where high-performance gives fun a high five

YAMAHA



Words & pictures by Paul Bedford

242X

E-SERIES



Yamaha's new 242X E-Series is the company's first foray into the high-performance wake sports category. Buyers in this segment of the market generally have three non-negotiable requirements that the boat must meet – and these are – generating a perfect wake, drive control technology and of course, a premium sound system. We took one of the latest Yamaha boats to Germiston Lake to see whether they have delivered a craft that meets these prerequisites.

The 242X is not a small boat, providing comfortable seating for 12 passengers,

split between the spacious cabin area and the large bow seating area. There are an additional two seats in the stern that can be used when the boat is at rest.

Deck layout

Careful thought has gone into the deck and seating layout; one such evidence of this starts at the bow where the combined anchor locker and bow ladder compartments allow the anchor to be deployed without interference. Conveniently placed cup holders and stainless steel grab rails add to the premium feel of the bow area. Hinges on

the marine vinyl seats provide easy access to the large storage areas housed within them.

Moving along the walkthrough into the main cockpit, there is ample seating for six. Dual captain's chairs plus a bench around the sides and rear, all upholstered in top quality marine vinyl, provide ample accommodation. The port chair swivels through 180 degrees allowing easy observation of any watersport activity behind the boat. In front of the port chair is an entertainment console that features three separate storage areas. A large head compartment is also provided on the port side between the bow and cockpit.

The entire cockpit is protected by a large Bimini canopy that is mounted above the forward-raked wake tower. A great and very practical feature is the provision of two solar panels above the Bimini that provide a continuous recharge to the batteries and really welcomes this boat to the 21st century of modern-day living. The tower has built-in billet aluminium board racks on either side which swivel inboard, making access both safe and easy.

Continuing aft from the cockpit, a walkthrough transom provides easy access to the swim platform and the two stern seats

that have substantial storage areas for ropes, lifejackets and other boating accessories behind the hinged backrests. A second boarding ladder (in addition to the one located on the bow) is provided at the stern. A removable table can be mounted either in the cockpit or on the swim platform while at rest.

The Polk sound system which is fitted to the 242X is an absolute winner and is sure to start a party – all the way across the lake! The Bluetooth and USB equipped system feeds into two amplifiers that drive a whopping array of sound. Speaker-wise, you'll find two

in the bow, three (including a subwoofer) in the cockpit, two in the stern and a further three in the tower. A grand total of 10 ... that's almost unheard of (excuse the pun)! The two rear-facing 6-inch Polk audio speakers in the tower are complemented by a sound bar that can be swivelled to face forward or aft – and choosing so largely depends on the direction of your 'haters' – and believe me, you'll have some after looking this cool on the water! This sound bar contains eight 3-inch, full-range speakers and two 1-inch tweeters.



Performance

Piloting the 242X E-Edition is a pleasure. The controls are well-laid out on the dash with everything falling easily to hand. The pleasantly oversized rear view mirror mounted on top of the windscreen provides 140-degree viewing, allowing the driver to safely see both the rider as well as any other boats that might be approaching from the rear.

Two analog tachometer gauges aside of the touch-screen computer display

are easily visible to drivers of all heights. While the binnacle-mounted twin throttle drive-by-wire control can be used in manual mode, Yamaha have included their premium E-Series Connex helm control system on the 242X. The Connex system features Yamaha's Drive Control that allows for precise control of speed and acceleration. Up to five different profiles, tailored to individual riders, can be stored in the device. Once speed and acceleration data has been stored in a profile, all the

driver has to do is select the profile via the touch screen and, when ready, push the throttle to full forward. However, should the rider signal that he or she wants a change, manual overrides are possible.

In addition to all of the other functions it controls, the Connex system also controls the ballast system on the 242X. There are three ballast bags, one on each side under the cockpit seats and one in the centre under the deck. The two side bags hold almost 190 litres each while the





centre bag holds about 380 litres, allowing for a total of 760 kg to be added. The level of each bag can be independently controlled via the Connex touch screen allowing riders to fine tune the wake for their riding style and proficiency. One of the side bags can be emptied while leaving the others full to create a wake suitable for surfing.

Motive power is provided by two hulking great 1 812 cc four cylinder, 4-Stroke Yamaha marine engines that are coupled to the 155 mm high-pressure pumps. The addition of Yamaha's Articulating Keel, which adds a trailing component to the boat's keel that moves in tandem with the jet pump nozzles, improves steering response both at high speed and when idling into a dock.

The 242X E-Series also features Yamaha's

Quiet Cruise which significantly reduces the amount of engine noise and vibration that is transmitted to the cabin. During our test we hardly noticed the engines were running except for the times they were at, or close to, full throttle.


For the skipper, other vital information such as water depth, fuel level, speed, engine RPM and compass heading are also shown on the Connex display. Scrolling functions provide access to other less frequently used information. The Connex system also provided access to the sound system controls while the dash-mounted joystick provides quick access to the top level Connex navigation, Yamaha's Cruise Assist and the No Wake Mode.

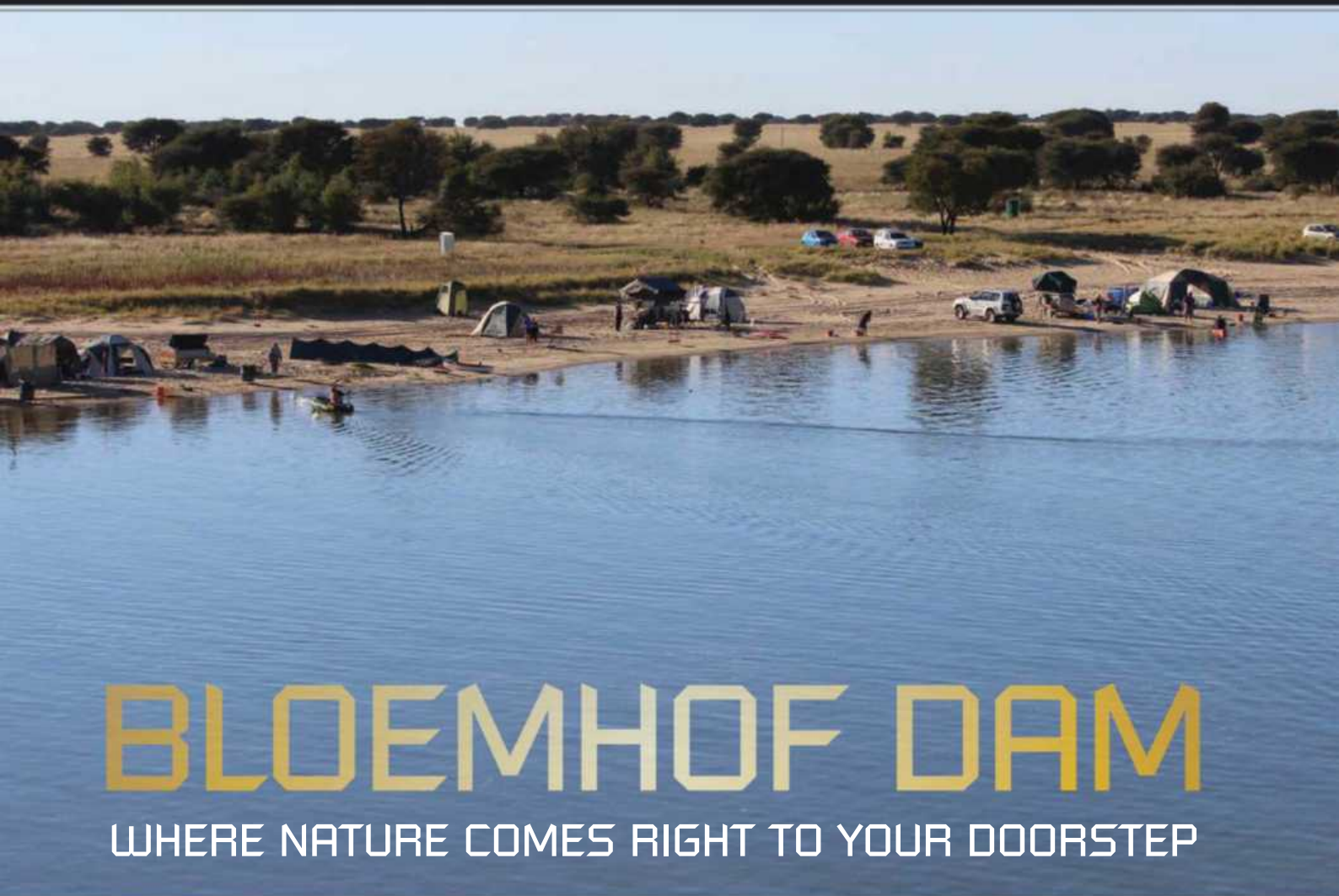
Conclusion

The 242X E-Series is an attractive craft that does exactly what Yamaha designed it to do. Based on our test, we would have no hesitation in recommending it to both the novice and more experienced wakeboard rider.

If you're looking for the ultimate fun on the water, then the 242X E-Series should be high up on your list of craft to check out and it's one of the first in my opinion which isn't just dressed to impress, it delivers the excitement of adrenaline watersports.

Pricing starts at R999 995.

For more information contact Melvin from World of Yamaha on (011) 259 7850. 



BLOEMHOF DAM

WHERE NATURE COMES RIGHT TO YOUR DOORSTEP

Bloemhof Dam was constructed in the 1960s and was originally known as Oppermansdrif Dam. It is situated within the Bloemhof Nature Reserve and the surface area of the dam is approximately 2 200 ha with a water capacity of 1.269 million m³. The dam offers excellent fishing opportunities and the surrounding reserve is filled with a variety of game such as black and white rhinoceros, eland, springbok, black wildebeest as well as small predators. There are also numerous bird species in the area for birders to enjoy and photograph. Birders can expect to see in excess of 250 species of bird, including storks, geese, ducks, herons, flamingos, teal and terns, so don't forget to bring you camera and your binoculars.

Bloemhof Dam offers exceptional sport fishing opportunities to anglers both by boat and from the shore. The



dam hosts carp, grass carp, barbell and yellow fish to all who partake in the catch and release fishing. Fish in the dam reach good sizes as there are few predators, so expect your catch to put up a good fight. Guests need to bring their own fishing equipment.

Bloemhof Dam offers a variety of fun activities for leisure boating, jet skiing and canoeing and has boat launch facilities.

WHERE TO STAY?

There are a variety of forms of accommodation at Bloemhof Dam and these include camping on the edge of the dam for those wanting to be close to nature. If you are looking for something a little less rustic, then try the log cabins, hunting lodge or self-catering cottages that are available at very reasonable rates.

ARE PROVISIONS AVAILABLE?

During peak season from September to April, there is a shop that offers basic necessities. For perishables, a trip to the town of Bloemhof is required.

COMPETITION TIME

The Bloemhof Dam Nature Reserve hosts the annual Bloemhof Bonanza Angling Competition and the Tri-Nations Angling Competition annually. It is also the regular host of the Ladies World Match Angling Championships.

MAKE CONTACT

Bloemhof Dam Nature Reserve
Tel: +27 (0) 53 433 1706
Email: sgore@nwptb.co.za

HOW TO GET THERE

From Johannesburg, take the N12 west for 320km to the Bloemhof turn-off (the R34). The Bloemhof Dam Nature Reserve is four km east of Bloemhof town on the R34 toward Hoopstad.

WHAT WILL IT COST?

Adults	R35
Children	R20
Pensioners	R20
Angling	R20 per person per day
Boat launching fee	
R50 (once off)	Camping with electrical power points R120 (max. six people)
	Camping with no electricity

R60 (max. six people)
Fully furnished self-catering chalets R140 per person per night plus gate entrance. (max. six persons)
Group camp (furnished plus kitchen and meeting hall) R80 per person per night plus gate entrance.
Hunting camp (furnished and exclusive) R100 per person per night plus gate entrance.
Log cabin R300 per night for four people plus gate entrance. **LB**





HEY... IT'S WASH DAY!

Cleaning the salt build-up on your boat is critical



When your boat came off the showroom floor, she was sleek, fast, shiny and clean. Her curvaceous lines moved unflinching down her lithe, sparkling body, all the way from the tip of her upturned nose to her ample rear end. She was a thing of beauty that glided effortlessly over glass-like waters and she could easily turn heads at 150 paces. If you've recently purchased a boat and aren't aware of the importance of keeping it free of corrosive salts, then read on. Why? Because you want to retain the value of your prized investment. If you wash your boat sporadically, then read on. And, if you never wash your boat, definitely read on. Leaving salt water to crystallise on your boat will promote corrosion and cause irreversible damage to many of its components. If you diligently clean your boat, as explained below, it will stay looking pristine for many years. If you don't, your boat will soon be in a very sorry state.

Don't be fooled into thinking that salt water doesn't reach every part of the boat. Even a fine misting of water will begin the corrosion process. Unfortunately, if you take your boat to sea, it will be subjected to salt build-up in the form of saltwater hitting the boat and in the salty air and mist that often surrounds the boat.

Watch any professional crew worth their salt, excuse the pun, clean their boat and you'll see they do a very thorough job of washing away the salt. They know that if they don't do a proper clean, their

boat will quickly succumb to corrosion. Professional crews know that salt corrodes metals, boat finishes and gel coats, and this is why they clean the boat as thoroughly as possible to remove all salt residues. Bear in mind that if salt buildup is not cleaned from the boat, its hygroscopic tendencies allow it to draw moisture from the air and this exacerbates corrosion.

LET'S WASH THE BOAT

There is an art to cleaning your boat. The first step is to spray the entire boat down with a fine misting/spray of water and make sure that everything is saturated. Once you've done this, wait for a few minutes to allow the salt crystals to dissolve. Spray down everything on the boat, even underneath the T-top. Start wetting the boat down from the top, and finish off with the sides and hull. Also make sure you spray down the outboard motor(s). You can also give the cushions on the boat a light rinse by standing them vertically and spraying them down.

Try not to use a high pressure nozzle when hosing down windows and hatches as the increased pressure tends to lift seals and allow water in. You want to keep the water out. Pay special attention to dial glass and windows, wiping these with a damp cloth or chamois offers the best results. Salt build-up on glass and plastic windows can permanently stain them. Pay special attention to the windows.



Use detergents sparingly on dirt build-up and never use chlorinate-based cleansers for general maintenance. The chlorine in these detergents will permanently discolour and stain metals and plastics. Use non-chlorinated cleaners or specially formulated boat cleaners designed to remove dirt. Once you have cleaned a particularly dirty area, be sure to rinse the dirt residue away and not let it congregate in other catchment areas. While you're hosing down the boat, use a high pressure sprayer to blast any debris out of the deck drains and deck gutters.

Cleaning the salt that quickly builds up on your boat is the only way to protect it from the harmful effects of corrosion. **LB**





THE PROPELLER STRIKES BACK

Never underestimate the devastating damage a prop can do

Picture by Heinrich Sauer

A friend of mine who completed military service with me way back in the '80s was involved in an unfortunate propeller strike while skiing at the Clanwilliam Dam in the Cape. Another boat on the dam, commandeered by an unsighted driver, rode directly over him in the water, slicing his foot and leg open to such an extent that he had to have his leg amputated and now wears an artificial limb. This is a prime example of just how dangerous a spinning propeller can be in the wrong hands and what devastating damage it can do.

HOW FAST YOU ASK?

A three blade prop running at 3 000 rpm can inflict 150 strikes in one second! Taking this high impact rate into account, it is clear that when any body part comes into contact with a spinning propeller, considerable damage will be caused.

PREVENTING ACCIDENTS

Always worth remembering, most accidents can be avoided. To prevent accidents it is important for the driver of the boat to utilise an engine cut-off switch attached to a lanyard at all times, should he need to kill the motor quickly. The boat, particularly if it is a tow boat for skiing or wakeboarding, should have a spotter at all times. Without a spotter, the driver of the boat is often not in a good position to see skiers or wakeboarders in the water.

PROPELLER GUARDS

One of the best alternatives to prevent propeller strikes is to fit a propeller guard. This guard essentially encases the propeller and reduces the possibilities of propeller strike. There are suggestions that propeller guards restrict boat performance but if they alleviate the incidence of accidents, maybe we really ought to give them more thought?



10 SAFETY TIPS TO AVOID PROPELLER ACCIDENTS

1. Don't allow passengers to board the boat when the motor is running.
2. Before starting the engine, check to make sure there is nobody in the water near the propeller.
3. Educate all crew or passengers on the danger and the location of the propeller.
4. Be alert in congested waterways, marinas, swimming and skiing zones.
5. Never allow passengers to sit on the gunwale, transom or the seat backs where there is a chance they can fall overboard.
6. Keep a watchful eye on children when they are swimming and make sure they are directed away from the propeller area.
7. Explain the use of swim platforms and boarding ladders to all.
8. If a person falls overboard, ask your spotter to call out the proximity of the person and then switch off the motors as you drift towards them to bring them to safety.
9. Under no circumstances should you reverse your boat to pick up someone.
10. Slow right down in low visibility to avoid accidents.



Words by **Stuart Reichardt**

10 COMMON PROPELLER STRIKE SCENARIOS

1. Water skiers, wakeboarders and tube riders are run over by another boat.
2. The boat operator makes a sharp turn and someone falls overboard and gets struck by the propeller.
3. Someone riding on the front of the boat, with feet dangling into the water, falls off and gets struck by the propeller as the boat passes overhead.
4. A person is ejected from the boat when it hits a wake or wave and they get struck by the propeller.
5. The boat's steering fails and pulls the boat hard to one side, ejecting a passenger and as the boat circles the propeller strike occurs.
6. Snorkellers and divers can be struck by a prop when surfacing or diving just below the water's surface.
7. Ski ropes become entangled in the propeller and pull the skier or wakeboarder into the prop.
8. The boat driver falls out of the boat and the boat goes into a hard turn called the 'circle of death' and then it goes over the driver.
9. Children being held on the boat are dropped overboard and get struck by the propeller.
10. Swimmers in unmarked swimming zones are struck by propellers.

PROPERLY PROPPED UP

Extra care and safety is required when enjoying the luxuries of leisure boating and this way, fewer accidents and fewer injuries will occur. **LB**



TOP TOWING

TOWING A BOAT REQUIRES A FEW IMPORTANT CHECKS

BEFORE YOU TOW

- Make sure the trailer is in a level towing position.
- Check tyre pressures on the trailer and the tow vehicle.
- Check the tread on the tyres of the trailer and the tow car.
- Ensure that the trailer wheel hubs have the proper bearing lubrication.
- Ensure that the wheel nuts on the trailer and the tow car are correctly tightened.
- Outboard motors and stern drives should always be towed in the 'up' position.
- Secure any boat covers properly so that they do not come loose when the boat is towed.
- Connect and check the trailer lights (brake, indicator, reverse lights) to ensure they are working correctly.
- Connect the safety chains or cables as well as the breakaway cable.
- Tighten the transom tie-downs.
- Make sure all equipment is safe and properly secured on the boat.

TRAILER FACT

Inflation should always be checked when tyres are cool

TRAILER FACT

Always inflate trailer tires to their maximum suggested inflation



LAUNCH LIST

- Back the tow vehicle with the trailer down far enough to ensure cooling water can be picked up by the motor.
- Put the handbrake on and leave the vehicle in park if it is an automatic, or one of the forward gears if it is a manual car.
- Lower the outboard or stern drive into the water.
- Start the motor(s) and allow to warm up for a few minutes.
- Disconnect the winch hook from the bow eye and then launch the boat.
- Once the boat is clear, remove the tow vehicle from the slipway.

CHECKLIST



TRAILER FACT

Underinflation is the number one cause of tire failure

RETRIEVAL CHECKLIST

- Get the tow vehicle and back the trailer into the water.
- The boat should approach the trailer taking the water current and wind into consideration.
- The captain should then nudge the bow of the boat onto the centre of the trailer.
- Next, power up slightly until the boat sits correctly on the trailer, against the bow stopper.
- Attach the safety chain or bow strap.
- Raise the outboard motor.
- Clear the ramp quickly
- Reconnect the trailer lights and attach the tie-downs and secure the boat.
- Lower any antennas that need lowering.
- Remove the drain plugs and flush the motor with fresh water to prevent corrosion.



TOP TRAILER TIPS

1. Oxidation can build up on the contact points of the trailer lights causing them to stop working. Using light grade sandpaper, gently rub the contact points to remove any build-up of material.
2. Electrical grease can be used on contact points to prevent oxidation.
3. Regular repacking of the wheel bearings on the trailer will keep it running for years.
4. If rust is beginning to show on the galvanised trailer, sand down the offending rust and use a zinc-based (cold galvanising paint) to stop further corrosion. **15**

RESPONSIBLE WATER SPORTS

We've elected you as the
Environmental Minister
of Boating Safety and Security

By accepting the mantle of minister you will require a steely personality that is impervious to the pull of bribery, corruption, villainy, double-dealing, unscrupulousness and a gamut of other sociopathic traits shown by those who currently fill these positions of power. Falsification and misrepresentation also spring clearly to mind. To be the Environmental Minister of Boating Safety and Security you need to shoot a straight and fair arrow.

Boating water sports are always going to offer us a thrilling experience, but finding a balance between the adrenaline-filled rush of the ride and the safety of those around you in the water is key. Let's unlock some of the ways we can go about making the water a safe and secure place for all.

IT'S THE LAW

Knowing the rules and regulations that pertain to boating is imperative. Laws such as not exceeding the vessel's passenger

capacity and not operating a boat under the influence of alcohol or drugs are but some of the laws that apply to boating – but all are designed to improve safety for those involved.

MORE MAINTENANCE

Keeping your boat in prime condition is important to ensure you don't break down. Doing simple maintenance on your boat such as checking fluid levels, servicing and keeping batteries fully charged are





but some of the requirements that allow for safer boating and maximising your enjoyment when on the water.

KNOW YOUR AREA

Get to know the waterways you use. Each waterway has its own set of challenges and potential dangers. It could be strong tidal action in an estuary, currents, shallow waters or underwater hazards that present themselves in particular waterways. If you are new to a particular waterway, ask the locals for advice about what dangers to look for and always start slowly, looking out for potential hazards in the water.

COMMUNICATION IS KEY

Communication is imperative between the driver, the spotter and the skier or wakeboarder being towed. Knowing the correct hand signals is important for safe towing. Some of the common signals are

thumbs down from the skier to indicate to the spotter that the boat needs to reduce speed and thumbs up to increase speed. Patting the top of your head will indicate to the boat you have finished your set and swirling your finger in a circular motion indicates to the driver that you want to turn around. The thumbs up or down sign followed by a pinching of the index finger and thumb means speed up or slow down slightly. The OK hand sign is used when the towing speed is good.

WEAR A PFD


Wearing a life jacket or PFD is imperative for water sport safety. Many wakeboarders and skiers use competition vests that are designed specifically for these controlled competition environments where safety and medical staff wait at the ready on the sidelines. Even the slimmer competition vests should keep you afloat and save you from drowning. If it doesn't keep

you afloat, it's time to invest in a flotation device that does.

POLLUTION FREE

Leisure boating activities should be treated with equal care when it comes to littering. If we pollute our waters with waste, it won't be long before we can no longer use the waters for water sports. To keep our water resources healthy, we need to take care of them in the best possible manner.

YOUR RESPONSIBILITY

Every boater, whether commandeering a small dinghy with yellow plastic oars or a large pleasure craft that can accommodate an entire wedding reception, is equally responsible for the waters they use. Become your own Environmental Minister of Safety and Security, educating others about protecting the waterways for a brighter boating future. 



BOARDER POST

Where the river meets the ocean

By **Deidre van Niekerk**



Well known by the riders as Port Shredward instead of Port Edward, this mini paradise in South Africa is the place to be. The weather is superb all year round and the water always proves to be like butter. Some sections of the river are warm regardless of the time of year, which is another plus for water sports.

Whether you are looking for great family activities or to get in some of your best rides with unrivalled scenery as the backdrop to your photo shoots, look no further than this sporting hotspot. There are a variety of watersport opportunities and these include wakeboarding, wakeskating, tubing, SUP, boat rides and river cruises that offer the most refreshing cocktails while you languish on deck.

Matti Buys and I have been shredding the water here for over a month now and we are not looking back as each day offers pure bliss, on and off the water. From my experience as a rider, this spot has definitely always been near the top of my ride list, but now, after spending time here, I've had to bump it into my number one spot. It has been a great opportunity for me to be with the likes of Matti Buys and Kevin Dry, and having the opportunity to shred at The Boarder Post has been a wonderful personal experience.

Throughout the season we've been riding wakeboarding and wakeskating demos on a daily basis and introducing people to the sport. To be on the water and see someone's face light up after you've gone upside down is priceless. It's a pure passion-driven lifestyle and I can't imagine having to live any other way. We've met some great people along the way and have managed to spend some one-on-one time teaching kids as young as seven years old to 50-year olds how to ride. Let's not forget about taking people up into the Umtamvuna Nature Reserve on river cruises aboard the executive pontoon. It is amazing to see such a positive energy flowing from the people who frequent The Boarder Post.

To wake up in the mornings and get to the water or grab a SUP and go for a paddle to the beach to have a morning swim in the ocean is an experience that The Boarder Post offers to the public. Life out here has far more to offer than meets the eye, and it does a very good job at soothing the soul. What brings this place





so close to the heart is the fact that we have an awesome crew out here, one big happy family. Shredding water with the likes of Kaylib Louw, Damien Laird, Kevin Dry, Matti Buys and Miles Peach can only help you grow as a person on and off the water. Each rider brings something new to the table and it keeps things very interesting.

Kaylib is the handyman who makes sure every boat operates and purrs like a kitten and he can pretty much fix anything that is broken. Miles Peach is the guy that grew up on a board and it has never left his feet – and it never will. He is an all rounder, a Lords of Dog Town kind of guy, with a guitar in his hands.

Damien Laird always come across as the simple guy but get a chance to pick his brain and a very colourful world appears. He is the vegan and very much a peace keeper amongst the crew. Matti on the other hand is the inspiration on the water; he shows more dedication than an avid Cryptozoology (a pseudoscience involving the search for animals whose existence has not been proven due to lack of evidence). He is the guy that will get the job done right when it comes to marketing and knows how to take the right approach when it comes to getting into the minds of the public.

This leaves us with Kevin Dry, the founder of The Boarder Post and the guy that brought the crew together. He took his time picking a solid group that can work, live and ride together as one, but



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still retain their individuality. He is the Gandalf, the wise one, that keeps the wave in motion and making sure everyone is riding it with ease. He is one of the best coaches South Africa has to offer and, without a doubt if you want to improve your riding, The Boarder Post should be on your calendar.

What's even more exciting is that we are looking at hosting one of the Pro National Tour Stops here and by the looks of it, we might be lucky enough to host the Nationals this season. What a win to get KZN back on the map with regards to the Pro Tour in South Africa. With that being said, follow the crew as they post away #theboarderpost and get an ever closer look at what's happening out here.

Keep shredding! 🇱🇪



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WATER SPORT REPORT

Wow! It's March already. If you haven't been down to your nearest dam or river for a ski, now is the perfect time when the weather really plays its part. With numerous public holidays and long weekends coming up at the end of March and early in April, it's time to gather your friends and family and head on down to the water for some thrilling riding.

There are numerous tournaments taking place in and around South Africa in the month of March, so come on out, whether you participate or spectate at the events listed below, you're bound to have some fun in the sun. You will also get to see South Africa's top water skiers battle it out to take home top honours.

WHAT'S HAPPENING IN MARCH?

Skiworld Nautiques Invitation – Skiworld Benoni – 19 to 21 March 2016 – four rounds of slalom skiing and two rounds of trick skiing.

South African National Championships – Lake Grappa – Kakamas – 24 and 25 March.

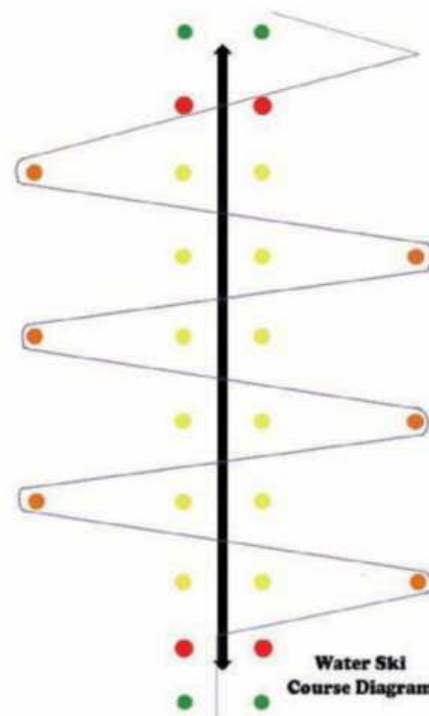
All African Championships – Lake Grappa – Kakamas – 26 and 27 March.

HOW GOOD AM I AT SLALOM SKIING?

Often, as “free skiers” or open water slalom skiers, we carve turns, throwing large walls of white spray as we go up and down the dam and we tend to think we are good water skiers. But how can we accurately measure how good we really are?

In slalom skiing, there is a set course with very strict tolerances that are standard throughout the world. Below is the diagram of a typical slalom course.

As the boat travels down a fixed path, (illustrated by the solid black line) the skier carves around six buoys (illustrated as orange circles). In the diagram the skier is the purple



line. In order for the skier to make a complete pass, they need to enter through the red buoys commonly

known as the “entrance gates” before making six turns around the orange buoys and then finally exiting through the “exit gates”, which are the two red buoys at the other end of the course. Every time the skier makes a complete pass, the boat will increase its speed for the next run until it reaches the maximum speed for the skier in their respective age group. For example, the open men’s maximum speed is 58km/h, while the open ladies maximum speed is 55km/h. Once the boat reaches this speed, they begin to shorten the rope. As the rope gets shorter, it becomes harder to make it around each buoy, requiring the skier to stretch to be able to reach the buoy.



To give you an idea, a slalom skier has to perform all these difficult manoeuvres in less than 259m while the boat is travelling at a constant speed of either 55km/h or 58km/h.

So, whether you are simply training on your local waterway or competing in a world slalom event, you will encounter exactly the same course. The only real variable, besides training hard and improving your skills, is the chop on the water. There are slalom courses all around the country, so get down to the waterway of your choice and make the most of your skiing this summer. **LB**



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NEGOTIATING SHALLOW WATER

Understanding water depth is critical for safe boating

Words by **Walter Ellis**



After a short 15 minute trip from the slipway to the nearby lagoon, we negotiated the turbulent mouth of the lagoon and headed for our favourite fishing spot. We anchored just off a sand bar and were doing some light fishing while standing ankle deep in water on the sand bar. Within a few minutes, we saw another boat heading our way and

we all expected it to slow down. No such luck. The boat continued at speed and promptly hit the sand bar with a thud, well and truly beaching itself and its occupants. It would be an hour or two before the tide came back in and the boat was lifted free from its sandy prison. Surely there were visual clues, such as four guys fishing ankle deep on a sand bar? Being able to read the water is

imperative for boating safety, *Leisure Boating* finds out why.

READING THE WATERS

Every boater worth his salt should be hyper vigilant at all times. It's the only way to stay out of trouble and be alert for rocky outcrops, large objects floating in the water and sandbanks. Reading the water is a skill that develops over

time, but there are certain aspects that are quite obvious such as wind ripples over very shallow waters, small waves breaking in uncommon spots, current flows and colour changes in the water. It is far easier to see changes in depth in clear waters than it is in murky waters. Make use of a sonar if you need to, but always develop your own sense of water depth perception. If your electronics fail, at least you'll have the knowledge to guide your boat safely through shallow waters.

DO ROCK THE BOAT

Okay, so you have not listened to any of the advice we have given and you've run your boat aground on a sand bar. What now? Well, there are a couple of methods to release your boat from its sandy prison. The one method is to rock the boat from side to side. Doing this shifts the sand away from the hull and often releases the boat. If it is too deep to leave the boat, have the crew move from side to side while on the boat and this will help to dislodge it. If you've tried to break a world speed record and well and truly beached your boat on the sand bank, you might have to wait for the tide to come in to lift your boat off its sandy moorings.

SANDY PROPS AND TOP TRIM

You are cruising along merrily when suddenly you feel the propeller hitting

sand. By going into a turn, the boat will be listing to one side and the propeller will be further elevated off the sand because the chine runs shallower than the centre of the hull, allowing the safe return to the deeper channel. The other alternative is to trim the motors up as far as you can to stop the propellers hitting the sand. You might encounter a lot of spray being churned up by the propeller and your speed will reduce dramatically, but at least you will be able to limp away from the offending sand bar and find deeper waters. It is sometimes necessary to trim the motors up entirely and simply float off the sand bar.

STAY ON THE PLANE

If you find that you are suddenly caught in shallow water, reducing speed will drop the boat further into the water and consequently lower the proper onto the sand. By keeping the speed constant and keeping the boat planing, the propellers will remain above the sand, giving you time to make a quick return to deeper waters. When your boat is on the plane, the boat is riding on the V of the hull towards the transom and the propeller is elevated high in the water. If you're confident that the water is not going to get much shallower than it is, keep the boat on the plane and head for deeper waters to make your escape. Remember, slowing down makes your bow ride higher in the water and the stern rides deeper.



TRIM TAB USAGE

Trim tabs are most commonly associated with improving the boat's ride in rough waters. Trim tabs can be used in shallow water and when they are down, the boat will be more level and the propeller and skeg will sit higher in the water.

RIDING THE SWELL

If you find yourself in shallow water where there is high swell action, it is necessary to ride the swell crests when the boat is at its highest point. Running the boat across the moving crest towards deeper water is the optimum way to get yourself out of shallow water in rough seas with high swell action.

HIGH AND DRY

All boaters will experience shallow conditions at some stage during their boating careers; that's a given. It's just negotiating these conditions that's not. **LB**





PERFECT PRESENTATION

Preparing your boat to attract the best buyer

Putting together an impressive presentation of your boat is paramount as there are numerous boats on the market, many similar to yours, competing for top honours. So, getting your boat sale-ready and looking its best is imperative, as this will greatly increase your chances of finding a buyer. Cleaning up your boat for photographs is not the end of the line

but keeping it in this pristine condition is equally important when prospective buyers come to view the boat. There is no point in taking wonderful high resolution photographs and advertising the boat online or in the classifieds but when buyers come to look at the boat, it looks like a junker. Below are *Leisure Boating's* top tips to bring in the best buyers for your boat.





SQUEAKY CLEAN

Make sure your boat is thoroughly cleaned before you take any photos. There should be no rags, rubbish bags, trash cans, rusty metal or torn canvas evident in the photos. Remove any unwanted items, repair any torn canvas and give the boat a good scrub to bring out the shine. It might take a few days to get the boat looking its best, but it will pay off in the long run.

THE PHOTO SHOOT

Take a variety of good quality photos that show the full extent of the boat from the outside as well as a few closer shots of important appointments within the boat. If you do take photos of storage facilities and cupboards to indicate space, make sure the items in these storage spaces are neatly packed. Using a wide angle lens will do wonders for the visual presentation. If you don't have a proper DSLR, ask someone who does to take the photos. Photos from a cheap cell phone just don't cut it when you're selling an expensive boat. Your photos should convey that the boat has been meticulously maintained, showing shiny counters, clean decks, oil-free bilges, polished metals and sparkling woodwork. Buyers will correctly assume that if the boat is clean and neat, that you take care of the rest of the boat in a similar fashion. Take close-ups of canvas snaps and connections to show they are in good condition.

WHAT SHOTS WHERE?

It is always advisable to take shots of the boat in and out of the water. When the boat is in the water, take shots that show it cruising with people on board enjoying themselves. Buyers will quickly put themselves in that situation and this simply promotes the sale. If the boat is out of the water, take some shots of the sparkling hull, the props and other exterior features. Remove outside distractions such as tow cars from the photo to keep it uncluttered.

LIGHT IT UP

Bright, direct sunlight tends to cast harsh light and strong shadows in interior boat spaces and for this reason it is better to take interior photos in overcast conditions. In overcast conditions it creates softer, more pleasing photos. The exterior of the boat should be taken in full sun as this imprints the fun factor in the buyer's mind. Fun in the sun is what the buyer is essentially looking for.

DESCRIBING THE BOAT


The detailed description of the boat should include everything you have on the boat. If it has custom rigging, state-of-the-art electronics, extra fuel tanks, a built-in tool kit, stoves, fridges, freezers and a life raft, include all these in your comprehensive description of the boat. Include all motor specifications and service history details.

All your descriptions should be accurate so that when a buyer comes to see the boat, it is as described.

REPAIR THEN SHARE

If there are items on the boat that need repair, do this before taking the photos. Investing a little money in repairs will be recovered when the boat is sold. A beige microwave oven with a broken door that hails from the 70's should be dumped and replaced with a new one at little cost. If your boat has good aesthetic appeal, you will be able to realise a better price, come sale time.

TIME AND MONEY

Spending a little time and money preparing your boat for sale is well worth it in the long run. Not only will you be a proud seller, but your buyers will want to be proud owners. 



LONG DISTANCE PURCHASE PITFALLS

IS MAKING A LONG DISTANCE BOAT PURCHASE ADVISABLE?

What spurred this article to life was an email from one of our readers asking if he should pay a deposit on a boat that he was about to purchase "at an excellent price" long distance. Our answer to his question was a categorical NO! Buying a boat is not an easy process, but buying it long distance is even more challenging and is often very disappointing, not to mention a waste of precious time. All too often, boat buyers will travel long distances to purchase a boat, only to find it is far from the "perfect" condition described in the advertisement.

THE SELLER

Always remember that the seller has a vested interest in getting the best price for the boat. If this means taking a picture of the boat in the best possible light, at the correct angle to eliminate possible hull cracks and blistering, then it is understandable why simply viewing the pictures of the boat in a print or online ad is not failsafe. The seller's "excellent condition" could well be your "bad condition" so beware, pictures can be very misleading. The tendency is for the seller to paint the best possible picture of the boat and skirt any problem areas.



THE INQUISITION

Formulating a variety of questions that pertain to the boat's condition, before phoning the buyer, will allow you to narrow down the real problems and hopefully, highlight any major flaws. No seller is going to respond to a general question about the boat's condition by saying it's a heap of rust waiting to sink. No, they'll often embellish the truth by telling you the good things about the boat and omitting the bad things. In reality, you want to hear about the bad things, as those are the things that will cost you money to repair. Asking general questions such as "How good is the condition of the boat will elicit general answers such as "The condition is good," yet this general questioning does not give you clues relating to the specific negative issues surrounding the boat. Below are some examples of more specific questions that should elicit more informative responses about the real condition of the boat.

- What is the condition of the hull and gel coat?
- How often was the motor serviced and when was the last service conducted?
- How old are the batteries?
- Has the boat had any hull repairs or accidents?
- What's the condition of the upholstery and canvas like?

Questions such as these are not offensive to the seller, but they are more specific and thus require more direct answers.



IT'S USUALLY A BAD DEAL

Travelling thousands of kilometres to purchase your dream boat, that is priced way below market value, is more often than not a total waste of time and money. There are no free lunches.

WHAT'S THE VERDICT?

Buying a boat long distance has major pitfalls and more often than not it will turn out to be a very bad deal. Even if it is a genuinely advertised "deal of the century" you'll still need to travel long distances, pay a marine surveyor to check out the boat and even then there are no real guarantees. Our advice is: rather buy the boat that you can walk around, sea trial and assess yourself. That way you won't have to pay large holding deposits for dirt cheap, non-existent boat bargains to a chap that uses the email address rafikiboatscams13591@hotmail.com. There is no boat ... and there certainly is no Rafiki. **LB**



WHY NOT COMBINE TWO CHILDHOOD FAVOURITES INTO ONE ADULT SPORT?

Kite fishing has its origins in China and has been practised in the Pacific Islands, New Guinea and New Zealand for a long time. It was further developed in South Florida and is now readily adopted today as a legitimate form of fishing. Modern kite fishing allows for natural bait presentation while covering a much larger expanse of water than traditional cast fishing. *Leisure Boating* found out more about how to put a kite into the air to catch some big fish. Let's go kite fishing!

KITE FISHING FROM BOATS

Recreational fishing for pelagic species

such as sailfish, tuna and kingfish is possible with kite fishing. Surface feeders are typically caught with kite rigs.

WHICH KITE TO USE

Most boats that employ kite fishing as a fun alternative to normal cast fishing and trolling, will have a variety of different sized kites available for the different wind conditions on any particular day. Smaller kites will be used in windier conditions and larger kites are used when reduced wind speeds occur.

KITE ADJUSTMENTS

Purpose-made kite fishing rigs can be

set to fly left or right off the boat and this manoeuvrability stops the lines getting tangled, allowing more kites to be flown at one time during a single fishing session.

WHAT ARE THE KITES MADE OF?

Modern fishing kites are made of synthetic materials so that if they fall into the water they can be retrieved, rinsed off with fresh water, dried out for a few minutes and sent back up to continue fishing. A cork inserted into one of the fibreglass or carbon fibre spars stops the kite from sinking into the water making its retrieval that much easier.



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KITE RODS

Kite rods are typically shorter rods. Line clips are attached to the kite line and then assigned to a rod and reel. Experienced captains can get up to three lines on a single kite. A neon Styrofoam marker is attached to each leader to identify a particular line.

KITE BAIT

Generally, you will be fishing for surface predators when kite fishing. This is the reason you want live bait wriggling on the surface to be able to attract the predatory fish.

KITE REELS

Most of the reels used for kite fishing are open faced, high-capacity casting reels. Conventional reels such as Penns, Daiwas and Shimanos are great for kite fishing.

KITE LINES AND CLIPS

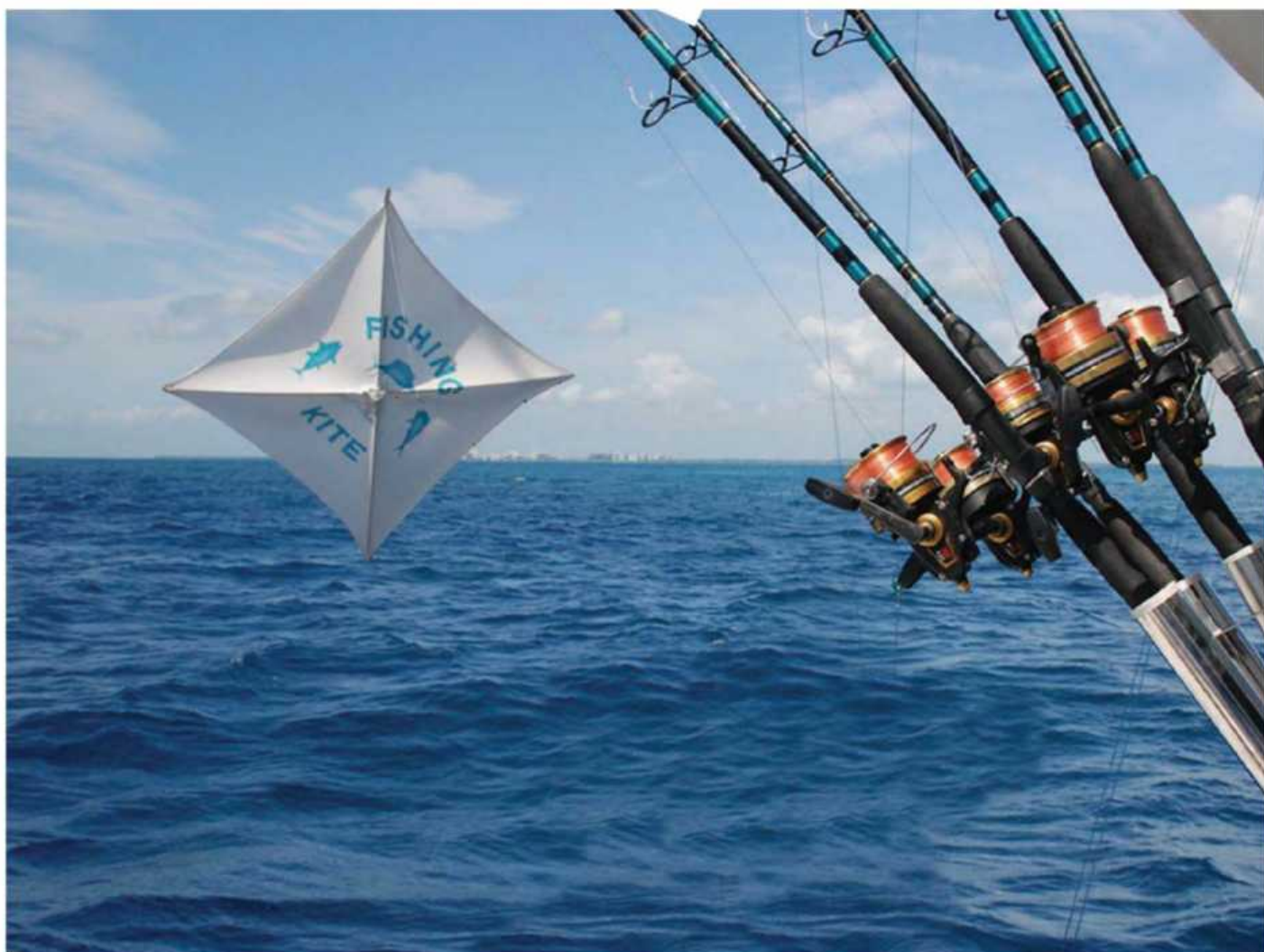
Up to three fishing lines are clipped into



the kite line. As soon as there is a strike on a particular fishing line, the extra weight releases the clip holding it to the kite line and the angler is then free to reel in his catch.

TIGHT KITE LINES

Kite fishing is certainly a deviation from normal fishing but it does offer the excitement of flying a kite, coupled with the excitement of fishing. That's double the excitement, double the action and double the fun. (Sounds like an Arnold Schwarzenegger action movie.) And, when your friends amble by and ask you what you are up to for the weekend, meet them with a smile, that wry, all-knowing smile you're so good at, that omniscient smile that will have your friends hanging slack-jawed onto the colourful tassles fringing your luminous boardshorts and begging you for the answers to their burning life questions, say matter-of-factly, "Go fly a kite!" **LB**





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Words by **Walter Ellis**

OCEAN IN SLOW MOTION

How much longer before fish stocks are completely depleted?

The scientific journal 'Nature' reported recently that only 10% of large open ocean fish such as swordfish, tuna and marlin, and ground-based fish such as halibut, skates, cod and flounder are left in the sea. Industrial fishing continues unabated and scours the ocean of the last remaining fish stocks. Approximately 90% of global fish stocks are over-fished and it's not going to be long before these become fully exploited, with little chance of recovery.

With various governments doing their best to prop up the commercial fishing industry, and contributing heavily to depleting fish stocks, this cycle bodes negatively for the next generation of artisanal fishermen who catch about 50% of the world's fish, yet they make up about 90% of the fishing sector's jobs. What this means is that the over-exploitation of fish stocks will leave artisanal fishermen jobless, and this is already becoming evident.

Statistics don't lie. Let's use Newfoundland in Canada as an example of how over-fishing affects the fishing industry as a whole. Cod stocks seemed inexhaustible and fishing in the Grand Banks continued unchecked. In 1992 cod fishing collapsed and approximately 50 000 people connected to the fishing industry, including 10 000 fishermen, lost their jobs. Nearly three decades later, cod stocks still remain pitiful. Scientific study has determined that this ecosystem, due to the fish exploitation, has changed dramatically and may never recover. As is the case in Newfoundland, so it is all around the globe with fish stocks under increasing pressure.

Large expanses of seabed have also become barren wastelands due to increasingly effective bottom trawling methods, leaving many completely devoid of fish. These scoured seabed areas will take decades to replenish themselves, only if they are left alone to recover. If the damage is too severe, these marine ecosystems might never recover.



Implementing stricter commercial fishing practises and slowly turning the corner away from mass depletion of fish stocks will only benefit humanity. Allowing for the reestablishment of these stocks will at the very least offer an alternative when climate change negatively affects crops and people turn to the sea for sustenance.

Man is now by far the top predator of the sea. What's more, man does not limit himself to catching standard fish found in common restaurant menus but extends his claws to more exotic marine life such as manta ray, marine mammals and sea turtles. Even shark numbers have declined by a massive 80% worldwide, with close to a third of all shark species at risk of extinction. The shark used to be the top marine predator, but they've lost this status to man.

Fish are the last wild animal man still hunts in large quantities, yet there seems to be no end to the voracity of our quest to completely deplete our oceans of fish. Without fish, the oceans die ... and without living oceans, we die. **LB**

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STRIP SEARCH

Cleaning below the plimsoll line will turn a dirty hull into a good looking gal



Words by **Stuart Reichardt**

When your boat came off the showroom floor, she was sleek, fast, shiny and clean. Her curvaceous lines moved unfalteringly down her lithe, sparkling body, all the way from the tip of her upturned nose to her shapely rear end. She was a thing of beauty that glided effortlessly over glass-like waters and she could easily turn heads at 150 paces. Then, the years took their toll. The layers of antifouling paint built up, the dings appeared, the gelcoat showed its damage and your cherished sultry sea goddess started to look more like mutton dressed up as lamb! At this crucial point in your relationship, it is time to give your beloved a bottom makeover to get her back to peak performance and resplendent readiness. *Leisure Boating* peels away the old flaking layers and adds a colourful lick of paint where it's sorely needed ... down under.

IS IT NECESSARY TO SCRAPE AND PAINT THE HULL?

If the antifouling paint is adhering to the hull properly and it is not flaking, then it is not necessary to do a hull scrape and clean. That's if we understand that anti-fouling paint has a certain shelf life and will not stop marine organisms from attaching themselves to the hull indefinitely. When a buildup of these marine organisms occurs,

it might be time to strip and apply new anti-fouling paint. Jeremy Dolan, who is the technical services representative for International Paint LLC, says that after many layers of paint build up, the accumulated weight of these paints will eventually cause it to flake off. Once it does, then it is time to have it removed or at the very least, take some of the old layers off.

WHAT THE PAINT MANUFACTURERS RECOMMEND

Paint manufacturers all suggest that sanding takes place before the new anti-fouling paint is applied. Sanding aids adhesion of the new paint, allowing it to grip to the roughened surface.

HOW TO STRIP YOUR HULL

If you can afford it, leave the stripping and painting of your hull to the professionals. If you do decide to do the stripping yourself, there are various different methods that can be used such as:

- Mechanical stripping which requires a lot of sanding and scraping
- Chemical stripping which involves the use of liquid paint strippers
- Paste paper peeling products
- Dry blasting
- Wet blasting

Top tip: Whichever hull cleaning method you decide to use – that's if you're doing it yourself – make sure you have the necessary eye protection and a quality respirator that filters out the dust and



fumes. Cheap paper masks will not work to filter out the harmful fumes and dust.

ANTI-FOULING Q & A

Q: I have a problem with the buildup of slime on the hull of my boat. Are there any additives to reduce slime?

A: Additives such as Biolux or Irgarol can be used in hull paints to reduce photosynthesis and the growth of algae.

Q: I am considering using vinyl-based paint on my boat. Is there anything I should be aware of with this type of application?

A: We suggest you remove any old layers of paint if they are not vinyl-based. If the previous applications were vinyl-based, then a light sanding and reapplication can be undertaken.

Q: Do anti-fouling paint applications differ from freshwater to saltwater?

A: Yes, there are different applications and additives for fresh water and seawater paints. If in doubt, ask your marine

supplier for more advice on which anti-fouling paints are best for your particular application.

THREE GOLDEN RULES OF PAINTING OVER OLD PAINT LAYERS:

1. The old paint layers should be firmly attached to the hull. Don't put good paint over flaking paint.
2. Do not apply anti-fouling paint over Teflon-based paints applications as it will not adhere properly.
3. Never apply hard paint layers on top of soft paint layers.

Keeping the bottom of your favourite gal looking its best will always be a challenge, but, treat her well, look after her with the best possible hull cosmetics and she'll return to her sleek and sultry looking self in no time. If you do, she'll certainly turn up the heat when you open the throttle. **LB**



KEELCRAB

CLEANING THE HULL OF YOUR BOAT HAS NEVER BEEN EASIER

The build-up of algae, micro-organisms, plants and limpets on the hull of a boat (called biological fouling), dramatically increases fuel consumption due to the excess drag and increases CO2 emissions due to a greater workload being placed on the motor. This is where the KeelCrab robotic cleaner comes into the picture. It can be used either remotely or as a handheld device by a diver beneath the boat. The beauty of the KeelCrab is that it alleviates much of the need for dry dock cleaning.

WHY USE KEELCRAB ON YOUR BOAT?

Numerous tests have shown that the constant removal of algae by KeelCrab prolongs the efficiency of the anti-fouling agents on the underside of the hull and this impedes the formation of barnacles and other buildup. Using the KeelCrab system also reduces the frequency of applying anti-fouling agents.

KEELCRAB TECHS AND SPECS

UNDERWATER CAMERA

Thanks to the high resolution video camera and powerful LED lighting, the KeelCrab can monitor the hull and check the conditions with the possibility of real-time recordings to a micro SD card. The wide angle display permits high definition visualization of images. It can also be comfortably operated as a handheld device by a diver, if the KeelCrab without the camera is purchased.

CENTRAL BRUSH DESIGN

The central brushes ensure that they make quick work of any buildup on the hull of the boat and the brushes can be changed to suit the conditions. The KeelCrab brushes are designed and certified not to remove the anti-fouling materials typically found on the hull.



SPEED OF MOVEMENT

KeelCrab operates at a speed of 15 sec/m and offers a cleaning time of 45 sec/m. The quick cleaning time ensures the hull is quickly brought back to its desired condition.

REMOTE CONTROL

KeelCrab can be operated from the dockside via a handheld remote control. It has a 7-inch HD display that offers a live video feed, making it very easy for the operator to target and direct the KeelCrab unit to where it is most needed.

MOTOR DESIGN

The electric motor design is class-leading and offers high torque to the brushes, allowing them to effectively remove the buildup of dirt and algae.

WEIGHT, DIMENSIONS AND GUARANTEE

KeelCrab comes in at a dry weight of 9.5 kg and measures 43 cm in length,

43 cm in width and 38 cm in height. It also enjoys a standard 24-month or 500-hour guarantee, whichever comes first.

CLEANING UP

All boaters have the easy option to own a KeelCrab and substantially reduce their long term cleaning costs.

To find out more about KeelCrab call them on 073 965 4195. Visit the KeelCrab website at www.keelcrab.com or email the team on info@keelcrab.co.za





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V HULL vs CAT HULL

Choosing the best bottom to keep you on top



Finding the correct hull shape to suit your boating needs is always going to be a tough challenge. Some boaters prefer the catamaran-type hull and others swear by the V-hull. Whether you're kuiering at your local boat club, chatting on the jetty to fellow boaters or having a heated discussion while braai chops sizzle on the grid, there are always going to be differing opinions on the merits of catamaran type hulls versus V-hulls. Is one hull type more comfortable than the other? Do these different hull types react differently in varying sea conditions? Are each suited to a variety of different aspects of boating? Well, yes, yes and yes to those questions and yes, yes, yes to the hundreds of others.

Before you say no, no, no, let's take a more critical look shall we?

TURNING TOPICS

A cat will typically corner more tightly than a V-hull when taken round a buoy at the same speed, though not by much. The main difference when cornering is how the two different types 'bank' into the corner. The catamaran-type hull will lean outwards in the corner, sometimes by as much as 25 degrees – which can be disconcerting for passengers – until they get used to this motion. The V-hull on the other hand, banks inward, offering passengers a much more natural ride as the centrifugal force ensures that your feet are planted firmly on deck.

ROUGH SEA OPERATION

Scientific tests determine that the catamaran-type hull fares best in bigger swell and tends to land with less force than the V-type hull. The cat hull also decelerates more slowly than the V-hull in rougher seas; factors making the cat hull a more comfortable ride. The cat hull will fare better in a variety of different seas and in the trough than the V-hull ever will.

V-HULLS

There are two main types of V-hulls and these are the steeped V-hull that has longitudinal breaks or elevation changes in the hull surface, creating different planing surfaces. What these planing surfaces do, is, as the boat increases its speed the hull rides further and further back on the different hull planes, reducing the hull's contact with the water and ultimately improving fuel consumption. Stepped V-hulls are often faster than their non-stepped V-hull counterparts. With this type of hull it is also possible to have a larger cabin due to the extra hull space. When it comes to purchasing a V-hull, you will find that they make up more than 80% of the market, thus making the V-hull more readily available than its cat counterpart.

CAT HULLS

Cat hulls, due to their design, run on less water surface than V-hulls. The cat hull does this by trapping air between the sponsons, creating a very efficient hull. The cat hull also offers more deck space



as the V-hull loses its beam as it comes to a point at the bow. Twin-engined cats are much more manoeuvrable at close quarters than their V-hull counterparts. Cat hulls also offer an improved ride in choppy seas when the speed is increased whereas V-hulls often have to slow down in rougher seas.

GOING FISHING?

When it comes to fishing, the cat hull gets the nod as it handles rough seas far better than a V-hull boat. The swells hitting the hull are also lessened in the cat hull as it has a cushion of air in between it and the sea and accelerometer tests show that there can be up to a 50% reduction in impact

with a cat hull. This reduced severity of impact makes for a more comfortable ride and better fishing.

ROLE CALL

The monohull or V-hull tend to have slow roll but cat hulls tend to roll even less. Sometimes cat hulls encounter what is called snap roll due to their fast-righting abilities caused by the dual sponsons.

WHAT'S THE COST

Cat hulled boats are often more expensive to purchase due to the extra material that goes into the build and you will also need two motors to power the boat. **LB**



AUCTION ACTION



Buying a boat at auction can save you money ... but it has its pitfalls



Words by **Walter Ellis**

Auctions are a very good way to find the boat of your dreams but there are a few things that can derail your desire and push up the purchase price. At an auction, bidding can go either way, either higher than the suggested retail value of the boat, or way below it. The latter deal is the one you want to be holding your bidding card up for when the hammer falls and the

auctioneer calls out "Sold to buyer number 173 for R155 000!".

SOURCING THE BOAT AUCTION

Not all boats are sold at boat-specific auctions, but rather come up sporadically along with vehicle auctions and other moveable asset auctions, so keep an eye on the papers or look up the bank repossession auctions online. High-end goods such as boats tend to

be auctioned at very good prices as it is a much more selective market with fewer buyers to drive the prices up.

VIEWING THE BOAT

Once you have located the boat and perused the photos online, it's time to view the boat in the flesh. Most auctions allow viewing of their goods the day prior to the auction. This is when you need to make your way to



the auction house and go over the boat with a fine-toothed comb. Make a note of the visible problems, required repairs and general condition. Ask the auction house if the boat has keys or you might need to factor in the cost of a new ignition into your repair calculations. Once you have all your repair information with labour costs, deduct these costs from the maximum amount you are willing to pay for the boat (remembering the auction house takes a small percentage of the value of the purchase) and come to your final figure.

THE DAY OF THE AUCTION

It is very easy to get into the hype of an auction and overspend. This is why it is imperative to set a firm price before the auction and don't go over it on the day of the auction. And, get there early, find parking, buy a cup of coffee and be completely settled before the auction. I personally like to keep a low profile when I'm bidding, whereas others like to create a big stir to let you know of their intent to purchase. I've always felt that playing my cards close to the chest at an auction leaves other buyers guessing, and this knocks them off their stride. Use the bidding method that suits you. Fly under the radar or be the front man of a rock band, it's your choice.

DEALER DELIGHTS

More often than not, there will be boat dealers at the auction bidding on the boats that are available. Occasionally you'll be lucky and there will be no

dealers to drive prices up and you will purchase your boat at a good price, well below market-related values. What's more, dealers will usually stop bidding long before the suggested retail value of the boat is achieved.

ARE AUCTIONS A GAMBLE?

It would be unfair to boat buyers to say that they are not, but it is possible, with careful scrutiny of the boat beforehand and a detailed list of the required repairs, to make a much more informed purchase ... and get a very good bargain.

THE PURPOSE

The purpose of any auction is to dispose of assets and that is what you want. If it is a repossession auction, the bank that holds title to the repossessed

goods wants to recoup their money from the failed hire purchase contract. In some cases there will be a reserve price (minimum purchase price) in place, usually to cover outstanding monies owed to the bank. Other times there will be no reserve price where the highest bid wins the auction.

ASK A DEALER

If you are unsure about the suggested retail values of the boat you are looking at buying on auction, consult someone in the know or a local boat dealer for advice before you attend the auction. Even better, contact a dealer that sells the type of boat you are looking at buying and they will usually give you sound advice because they know you will be calling on them for servicing, spares and accessories.

SURVEYOR SMARTS

If there is any doubt as to the condition of the boat, pay a surveyor to go along with you to run through the boat for faults.

THE HAMMER FALLS

Auctions are always going to be unpredictable, and a bit of a gamble (like the stock market) but they do present the opportunity to find a bargain. If you're willing to spend the time attending auctions and you're patient in finding the boat of your dreams, you will be successful. **LB**





SAFE ON THE SKIFF

When out on the water fishing, safety is the biggest catch of all



Annually, the rate of accidents involving fishermen is nearly 10 times that of water skiers and wake boarders. The reason for this is that people on skis usually have a spotter and other boaters close on hand in the event of an emergency. In contrast, anglers often fish in solitude in quiet spots, or offshore without other boats in the near vicinity and, often anglers do not wear life jackets. The combination of the solitude and the lack of a life jacket can be a dangerous mix. Learning boating safety is as important for fishermen as it is for all boaters.

KNOW YOUR BOAT

Knowing your boat's limitations is of primary importance. Smaller boats capsize easily when there is large wave action in relation to the size of the boat. Apart from capsizing, smaller fishing boats are usually open and if the swells are large enough, water can easily fill the boat and cause it to sink. The freeboard (distance between the upper rail and the top of the waterline) on smaller boats is minimal, making them more susceptible to taking on water.

DON'T OVERLOAD THE BOAT

On most single-hulled boats up to 20-foot, the loading capacity maximums and other information can be found on the capacity plate on the hull of the boat. The capacity plate indicates the maximum load weights and maximum horsepower rating for the boat to operate safely. If the capacity plate is missing, the approximate number of passengers can be calculated by taking the length of the boat, multiplying it by the breadth and dividing the total by 15. As an example, a 20-foot boat multiplied by its 6-foot breadth and divided by 15, can take 8 crew members. Another factor that contributes to capsizing is an uneven load. Make sure that the boat's load is evenly distributed to keep the boat balanced. When travelling on smaller boats, don't sit off the gunwales as this raises the centre of gravity of the boat and increases its propensity to capsize. It also increases the likelihood of the person falling overboard.



FISHING FACT

In recreational boating accidents, the greatest percentage of fatal accidents occurred during fishing trips.

GOING FISHING?

File a float plan at the marina or with a friend and let them know where you intend to take your boat to fish. Wear life jackets! So many fishermen neglect wearing life jackets. Modern life jackets are less restrictive and cumbersome than their predecessors and many have been adapted to fishing, such as auto-inflatable vests. Modern life jackets also offer anglers a much wider range of motion.

In the 80's TV series, Hill Street Blues, Sergeant Phil Esterhaus would always conclude his briefing with the phrase "Hey, let's be careful out there." Well, the same applies to fishermen when out on the water enjoying their favourite pastime. **LB**

NEW OCEAN L.E.D. XTREME BOAT LIGHTS FROM LOWRANCE SA

Jazz up your boat with the very latest Ocean LED lights. Not only do they make your boat look great but they also attract both fish and bait!

Lowrance South Africa has a wide selection of these highly popular LED boat lights in stock – along with a variety of other models – all available on request.

These lights are suitable for all sorts of hulls and are extremely bright, offering incredible night-time lighting above and below the water.

The new Xtreme series in the Ocean LED range offers a higher lumen output, a sleek bezel design and a robust, impact-resistant body. They are easy to install with very low power-drainage, reverse polarity protection and

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Lowrance SA carries the XT-4 (four lights) and the XT-8 (eight lights) in blue, green and white lighting options.

Prices incl. VAT: (subject to exchange rate changes)

- Four light unit: R2 350
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For more information call Lowrance SA (031) 368 6649 www.lowrance.co.za



ADVERTORIAL

PEAK SEASON PREMIUM MARINE POLISH

Taking the best care of your investment is as easy as using the Peak Season Premium Marine Polish offered by Star Brite. This Teflon-based marine polish and sealant combination will protect your boat against the harshest environments. It has two key features that set it ahead of its competitors - the first being is that it is a strong solvent cleaner, and the second is its strong bonding characteristics with tests showing between six to eight times more durability than conventional marine polishes. It offers ultimate protection for fibreglass, stainless steel, aluminium and painted surfaces and contains UV inhibitors to prevent gel-coat fading and oxidation. It also leaves a non-stick coating that reduces drag and improves fuel consumption. The only way you will enjoy the peak season is if you use Peak Season.

Visit your nearest reputable boat dealer and ask for the best in boat care products!



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KAYAK

CAPERS

KAYAK FISHING OFFERS A WONDERFUL BLEND OF REAL RECREATION AND SCENIC SATISFACTION

There is little doubt about how quickly kayak fishing is growing. It's a cheap alternative to owning a boat and you can load your kayak onto the roof racks of your car and be on the water in a very short time. Paddle power rules! Okay, maybe it doesn't rule totally, so don't sell the boat just yet as it also serves a purpose. Let's go kayak fishing today though and forget about power boats for the time being.

PICKING YOUR KAYAK DESIGN

There are a number of different types

of fishing kayaks available and the jury is out which are the best. Parties on the fibreglass kayak side swear by their kayaks, as do those who have plastic kayaks. At the end of the day, it's down to personal preference. If you are undecided about which kayak suits you, take both types of kayaks for a sea trial. You'll quickly gauge which is the most suitable.

CHOOSING THE KAYAK FOR YOU

Kayaks are made in a variety of different sizes and configurations. Ask your kayak dealer for advice when

purchasing a kayak. Most important is that the kayak suits your body weight. The bigger you are, the more buoyant your kayak needs to be. Kayaks are generally split into different weight classes, making purchasing the correct fishing kayak, either a single or double seater, that much easier.

WHAT LENGTH?

Kayaks typically fall in the four- to five-metre range. It must also be considered that shorter kayaks will have better manoeuvrability and shorter turning circles, whereas longer kayaks enjoy

greater momentum to take you through the surf but offer less manoeuvrability. Longer kayaks do require a bit more muscle power to get them going in the water.

STEALTH FACTOR

One of the numerous benefits of kayak fishing is the stealth factor. You have no loud outboard motor chasing your fish away. A kayak can be directed into quiet inlets and close to reefs where few fishing boats can venture.

COMFORT FACTOR

Modern fishing kayaks are comfortable and allow for many hours of fishing on the trot. If you are not catching fish, what better way to get close to nature

than from your vantage point a few feet above the water. It won't be long before you spot an abundance of sea life.

PADDLE TO THE SEA

Don't go the whole route of buying a premium kayak and then trying to save costs on a paddle that looks like it came out of a lucky packet. Purchase a paddle that is constructed of a carbon weave or fibreglass for the best results and rather give your children the yellow plastic paddle to use in the swimming pool.

A CHEAP ALTERNATIVE

Kayak fishing is a cheap alternative that requires no expensive fuel costs, insurances or launch fees. South Africa boasts some of the best coastlines and

inland waterways in the world and enjoying them on your fishing kayak will make your journey into this wonderful sport so much more enjoyable.

JOIN THE CLUB

There are numerous kayak fishing clubs and one quick search on Facebook or other social media sites will find a club or gathering of like-minded fishing kayakers in your area. It's a social sport, so once you have your kayak, fishing gear and life jacket at the ready, there will be numerous opportunities to join others in this fascinating and rewarding pastime. What's more, it's very good exercise and ... when your children ask you what's for supper, the answer will more often than not be "something fishy". **LB**



YAMAHA

WAVERUNNER

VXR HO

Pictures by
Paul Bedford

It seems a gremlin got stuck into the magazine last month. During the electronic conversion processes, it seems the pictures from the review of the Yamaha WaveRunner PWC converted from being our expected premium, high quality images, to being pixelated and low in resolution.

We know you don't like missing a beat, so we hope you will enjoy this month's centre fold, the Yamaha WaveRunner VXR H. O.

For the full review, check out our February edition. Make sure you get it back from whoever you lent your copy to, or read more on our website: www.LeisureBoating.co.za





BOAT CLASSIFIEDS

Bavaria-M/V

R2 200 000



Rascal 35HT, 38' overall, extended to 40'. Volvo Penta D6 310 HP engines /v 780L tank with around 300 nm, 5 kva diesel generator, GPS, plotter, air conditioner, 2-plate stove and microwave, galley fridge, full galley and saloon below. Contact Jenny of Boating World on 079 502 1785 (Web Ref 1040)

08 Riviera 41

R5 700 000



Twin diesel Cummins 540 HP engines, sleeps 5 - 7 people, outriggers, flybridge, half rear awning, stern thrusters, camera for engine room, teak laid swim platform, live bait tank in transom, white vinyl upholstery, refrigerator/icemaker combo. Contact Jenny of Boating World on 079 502 1785 (Web Ref 326)

12 Fairline Squadron 42

POA



Twin Volvo Penta D6 435 HP engines, sleeps 6 people, luxurious full galley, air conditioning, dual helm station, teak swim platform, flybridge bar, swim ladder, adjustable steering wheel, additional fridge to galley. Contact Derrick of Boating World on 082 881 2607 (Web Ref 961)

04 Riviera 3350

R2 350 000



Twin Cummins 330 HP, fuel capacity 950 L, sleeps 4 people, generator, auto pilot, VHF radio, outriggers, cherry wood interior, rod holders, rocket launchers, air conditioner, includes mooring in Durban. Contact Wayne of Boating World on 079 502 1785 (Web Ref 956)

05 Cranchi Atlantique

R2 950 000



Raymarine E 80 navigation, Pathfinder RD 424, 24", Radome (4KW), 240 DSC modular VHF, autopilot, air conditioner, Fisher Panda, mini DP generator, hydraulic seal TS dripless shaft seals, power cable system, 20" Sharp LCD TV, Power Acoustic DVD, sound system. Contact Derrick of Boating World on 082 881 2607 (Web Ref 599)

Magnum 25

POA



Motors 2 x 150 2004 Yamaha long shaft, counter rotating motors, fuel injected, serial numbers AETX1002134 and AETX1018322 - approx. 1 690 hours. Garmin GPS map 4010, VHF radio, ship to shore radio, brand new transducer. Radio, CD, MP3 player. Contact Derrick of Boating World on 082 881 2607 (Web Ref 1042)

Sea Ray Sundancer 450

R1 150 000



Cat C7 480 HP single lever 49.30hrs. Garmin GPS 525c and chart, VHF, Furuno radar, search lights, nav, cockpit, new Onan generator, C-Tek charger, saloon bar, T.V and DVD player, gas braai, main cabin double bed, air conditioning, sun hatches. Contact Derrick of Boating World on 082 881 2607 (Web Ref 743)

Maxum 2000 SRL

R199 900



MerCruiser Inboard - V8; 260 HP - Alpha 1. Recently serviced, in perfect condition, freshwater use only. Always stored under cover. Very low hours, fully equipped and licenced and ready to go. Contact Anushke from Fantasy Cars cc on (021) 946 3608

13 Fairline Squadron 50

POA



Twin Volvo 670EVC engines, 2 288 L fuel capacity, sleeps 6 - 7 people, blue mood lighting, teak laid bathing platform, Williams Jet, griddle to flybridge, bimini top, teak side decks, autopilot, dishwasher, tender launch. Contact Derrick of Boating World on 082 881 2607 (Web Ref 1026)

89 Sea Ray S'Dancer 450

R1 150 000



480 HP Cat C7 engines, GPS, radar, generator, sun canopy and clears, fridge/freezer, microwave, air conditioning, sound system, windlass anchor, large platform, gas BBQ, TV & DVD player, saloon bar. Contact Derrick of Boating World on 082 881 2607 (Web Ref 743)

07 Sealine 42

R3 100 000



Twin Volvo 370 HP engine, sleeps 4 - 6 people, generator, satellite TV, dual helm station, radar dome, bow thrusters, cockpit BBQ, cockpit fridge, ultra leather in saloon, teak on flybridge, windscreens demisters. Contact Derrick of Boating World on 082 881 2607 (Web Ref 1012)

15 Fairline T48 Open Shares

POA



New 2015 latest Fairline Targa 48 Open model comes with Twin Volvo Penta 435hp engines, touch button retractable sliding roof top, hydraulic swim platform, IPS Pod Drives, 3 Year comprehensive warranty, Williams Jet. Contact Derrick of Boating World on 082 881 2607 (Web Ref 1024)

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TO ADVERTISE IN THE MAGAZINE, SEND A PICTURE OF YOUR BOAT (NO SMALLER THAN 300 KB), A BRIEF DESCRIPTION (30 WORDS MAX), PRICE AND CONTACT DETAILS TO DEAN@LEISUREBOATING.CO.ZA OR CONTACT (021) 702 4200 FOR MORE INFORMATION.

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2015 FAIRLINE TARGA 48 OPEN

AVAILABLE IN CAPE TOWN - SHARE OPPORTUNITY AVAILABLE

LOA: 50'09" • Engines: 2 x Volvo Penta IPS 600 435HP • Fuel type: Diesel • Fuel capacity: 1308L

Speed: 32 knots Sleeping capacity: 4-7 people (full beam cabin) • Heads: 2 (toilets with shower)

Beam: 4.32M • Displacement: 13 000Kg

Luxurious recently launched 2015 Fairline Targa 48 Open is air-conditioned throughout. She comes with ceramic hob; cockpit bar with griddle and icemaker. State of the art latest technology IPS Drives makes skippering a cinch even for beginners. Some great features included on this magnificent vessel are folding teak deck table. AIS fitted to VHF, Autopilot. Radome and 12" GPS touchscreen display to helm. Steel Blue Hull with stunning selected interior colors with leather seating. Teak laid cockpit floor and side decks.

Touch button retractable sliding cockpit roof. Powered hydraulic swim platform. Sunbed on bow. 100hp Williams Jet RIB 285 and garage to accommodate Williams Jet. Bed conversion settee in main saloon. Convertible sofa bed to master cabin. Mood lighting in the interior and exterior. Underwater lights. Bow thruster. Skylight to saloon with blinds. Three year comprehensive warranty.

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